

CITY OF LONG BEACH

DEPARTMENT OF PLANNING AND BUILDING

333 West Ocean Boulevard, 5th Floor

Long Beach, CA 90802

FAX (562) 570-6753

ENVIRONMENTAL PLANNING

\$25.00 FILING FEE

NOTICE OF PREPARATION

To: Office of the County Clerk
Environmental Filings
12400 E. Imperial Highway, #1101
Norwalk, CA 90650

From: Community & Environmental Planning Division
Department of Planning and Building
333 West Ocean Boulevard, 5th Floor
Long Beach, CA 90802

Date Mailed:

In conformance with Section 15082 of the State CEQA Guidelines, please post this notice for period of 20 days. Enclosed is the required fee of \$25.00 for processing.

Notice is hereby given that the Long Beach City Planning Commission, Lead Agency for purposes of CEQA, proposes to adopt a Mitigated Negative Declaration for the project listed below:

1. **Project Location:**

2. **Project Title:**

3. **Project Description:**

4. Review period during which the Lead Agency will receive comments on the proposed mitigated Negative Declaration:

Starting Date:

Ending Date:

5. Public Meeting of the Planning Commission

Date:

Time: 1:30 p.m.

Location: City Council Chambers
Long Beach City Hall
333 West Ocean Boulevard, Plaza Level

6. Copies of the report and all referenced documents are available for review by contacting the undersigned.
7. The site is not on any list as enumerated under Section 65965.5 of the California Government Code.
8. The Initial Study may find significant adverse impacts to occur to the following resource areas:
9. The Negative Declaration has no significant impacts to occur.

For additional information contact:

333 West Ocean Boulevard, Floor
Long Beach, CA 90802

CITY OF LONG BEACH
PLANNING COMMISSION

MITIGATED NEGATIVE DECLARATION

PROJECT:

I. TITLE:

II. PROPONENT

III. DESCRIPTION

IV. LOCATION

V. HEARING DATE & TIME

VI. HEARING LOCATION

City Council Chambers
Long Beach City Hall
333 West Ocean Boulevard, Plaza Level

FINDING*:

In accordance with the California Environmental Quality Act, the Long Beach City Planning Commission has conducted an Initial Study to determine whether the following project may have a significant adverse effect on the environment. On the basis of that study, the Commission hereby finds that the proposed project will not have a significant adverse effect on the environment and does not require the preparation of an Environmental Impact Report because the Mitigation Measures described in the initial study have been added to the project.

Signature: _____ Date: _____

- * If you wish to appeal the appropriateness or adequacy of this document, address your written comments to our finding that the project will not have a significant adverse effect on the environment: (1) identify the environmental effect(s), why they would occur, and why they would be significant, and (2) suggest any mitigation measures which you believe would eliminate or reduce the effect to an acceptable level. Regarding item (1) above, explain the basis for your comments and submit any supporting data or references.

This document and supporting attachments are provided for review by the general public. This is an information document about environmental effects only. Supplemental information is on file and may be reviewed in the office listed above. The decision making body will review this document and potentially many other sources of information before considering the proposed project.

INITIAL STUDY

Prepared by:

City of Long Beach
Community and Environmental Planning
333 West Ocean Boulevard, Fifth Floor
Long Beach, California 90802

INITIAL STUDY

- 1. Project title:**
- 2. Lead agency name and address:**
- 3. Contact person and phone number:**
- 4. Project location:**
- 5. Project sponsor's name and address:**
- 6. General Plan:**
- 7. Zoning:**

8. Description of project:

9. Surrounding land uses and setting:

10. Other public agencies whose approval is required:

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

Aesthetics	Agriculture Resources	Air Quality
Biological Resources	Cultural Resources	Geology/Soils
Hazards & Hazardous Materials	Hydrology/Water Quality	Land Use/Planning
Mineral Resources	National Pollution Discharge Elimination System	Noise
Population/Housing	Public Services	Recreation
Transportation	Utilities/Service Systems	Mandatory Findings of Significance

DETERMINATION:

On the basis of this initial evaluation:

I find that the proposed project **COULD NOT** have a significant effect on the Environment and a **NEGATIVE DECLARATION** will be prepared.

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. **A MITIGATED NEGATIVE DECLARATION** will be prepared.

I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.

I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.

I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

EVALUATION OF ENVIRONMENT IMPACTS:

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parenthesis following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g. the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less than Significant with A Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration Section 1 5063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated", describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
I. AESTHETICS – Would the project:				
a) Have a substantial adverse effect on a scenic vista?				
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				
c) Substantially degrade the existing visual character or quality of the site and its surroundings?				
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?				
II. AGRICULTURE RESOURCES – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				
c) Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to non-agricultural use?				
III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?				

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?				
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?				
d) Expose sensitive receptors to substantial pollutant concentrations?				
e) Create objectionable odors affecting a substantial number of people?				

IV. BIOLOGICAL RESOURCES – Would the project:

- a) Have a substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U. S. Fish and Wildlife Service?
- b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U. S. Fish and Wildlife Service?
- c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?
- d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?
- e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				

V. CULTURAL RESOURCES – Would the project:

- a) Cause a substantial adverse change in the significance of a historical resource as defined in Section §15064.5?
- b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section §15064.5?
- c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?
- d) Disturb any human remains, including those interred outside of formal cemeteries?

VI. GEOLOGY AND SOILS – Would the project:

- a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
 - i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.
 - ii) Strong seismic ground shaking?
 - iii) Seismic-related ground failure, including Liquefaction?
 - iv) Landslides?
- b) Result in substantial soil erosion or the loss of topsoil?
- c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?				
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of wastewater?				

VII. HAZARDS AND HAZARDOUS MATERIALS –

Would the project:

- a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?
- b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?
- c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?
- d) Be located on a site, which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?
- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?
- f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?
- g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?
- h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
VIII. HYDROLOGY AND WATER QUALITY – Would the project:				
a) Violate any water quality standards or waste discharge requirements?				
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?				
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?				
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?				
f) Otherwise degrade water quality?				
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				
j) Inundation by seiche, tsunami, or mudflow?				

Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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IX. LAND USE AND PLANNING – Would the project:

- a) Physically divide an established community?
- b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?
- c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

X. MINERAL RESOURCES – Would the project:

- a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?
- b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

XI. NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM – Would the project:

- a) Result in a significant loss of pervious surface?
- b) Create a significant discharge of pollutants into the storm drain or water way?
- c) Violate any best management practices of the National Pollution Discharge Elimination System permit?

XII. NOISE – Would the project result in:

- a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?
- b) Exposure of persons to or generation of excessive groundborne vibration or ground-borne noise levels?

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?				
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?				
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				

XIII. POPULATION AND HOUSING – Would the project:

- a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?
- b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?
- c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

XIV. PUBLIC SERVICES – Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

- a) Fire protection?
- b) Police protection?
- c) Schools?
- d) Parks?
- e) Other public facilities?

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XV. RECREATION –				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				
XVI. TRANSPORTATION/TRAFFIC – Would the project:				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?				
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?				
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				
d) Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				
e) Result in inadequate emergency access?				
f) Result in inadequate parking capacity?				
g) Conflict with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				
XVII. UTILITIES AND SERVICE SYSTEMS –				
Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				
d) Have sufficient water supplies available to serve the project from existing entitlement and resources, or are new or expanded entitlement needed?				
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?				
g) Comply with federal, state, and local statutes and regulations related to solid waste?				

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE –

- a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?
- b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?
- c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

DISCUSSION OF ENVIRONMENTAL IMPACTS

I. AESTHETICS

a. Would the project have a substantial adverse effect on a scenic vista?

Less Than Significant Impact.

The project would be located in an existing two-story office building in a built-out part of the city. Alterations to the building would consist of exterior improvements to the façade and to the parking lot and tenant improvements for the church facilities. Such alternations would not substantially impact any scenic vista. Development of the proposed project would be less than significant in its impact upon the neighborhood.

b. Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact.

The project would be located in an urbanized area within an existing building. Surrounding the building are mature landscaped areas that would remain. The project site does not include any historic buildings, nor is it located on a State Scenic Highway.

c. Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

Less Than Significant Impact.

Please see I (a) above for discussion.

d. Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less Than Significant Impact.

The project site is an existing two-story building and parking lot with some exterior lighting. The site also has spill over light from Kallin Avenue and the adjacent retail center. The applicant might be advised to add lighting at the recommendation of the Police Department. Any new lighting would have required glare shields to reduce the impact upon the adjacent single family dwelling units. While the proposed project could introduce new

sources of light into the vicinity over that which currently exists, the light sources would not be expected to adversely affect the neighborhood where the project site is located.

II. AGRICULTURE RESOURCES

No Impact. (for a through c)

The project site is not located within an agricultural zone, and there are no agricultural zones within the vicinity of the project. The proposed project would be located within a sector of the city that has been built upon for over half a century. Establishment of the proposed church would have no effect upon agricultural resources within the City of Long Beach or any other neighboring city or county.

III. AIR QUALITY

The South Coast Air Basin is subject to possibly some of the worst air pollution in the country, attributable mainly to its topography, climate, meteorological conditions, a large population base, and highly dispersed urban land use patterns.

Air quality conditions are primarily affected by the rate and location of pollutant emissions and by climatic conditions that influence the movement and dispersion of pollutants. Atmospheric conditions such as wind speed, wind direction, and air temperature gradients, along with local and regional topography, provide the links between air pollutant emissions and air quality.

The South Coast Air Basin generally has a limited capability to disperse air contaminants because of its low wind speeds and persistent temperature inversions. In the Long Beach area, predominantly daily winds consist of morning onshore airflow from the southwest at a mean speed of 7.3 miles per hour and afternoon and evening offshore airflow from the northwest at 0.2 to 4.7 miles per hour with little variability between seasons. Summer wind speeds average slightly higher than winter wind speeds. The prevailing winds carry air contaminants northward and then eastward over Whittier, Covina, Pomona and Riverside.

The majority of pollutants normally found in the Los Angeles County atmosphere originate from automobile exhausts as unburned hydrocarbons, carbon monoxide, oxides of nitrogen and other materials. Of the five major pollutant types (carbon monoxide, nitrogen oxides,

reactive organic gases, sulfur oxides, and particulates), only sulfur oxide emissions are dominated by sources other than automobile exhaust.

a. Would the project conflict with or obstruct implementation of the applicable Air Quality Attainment Plan?

Less Than Significant Impact.

The Southern California Association of Governments has determined that if a project is consistent with the growth forecasts for the sub region in which it is located, it is consistent with the Air Quality Management Plan (AQMP) and regional emissions are mitigated by the control strategy specified in the AQMP. By the year 2010, preliminary population projections by the Southern California Association of Governments (SCAG) indicate that Long Beach will grow by 27,680+ residents, or six percent, to a population of 491,000+.

The proposed project would be a permanent location for a church that currently meets at a middle school near the project site. The project would be within the growth forecasts for the sub region and consistent with the Air Quality Management Plan (AQMP). In addition, the project is consistent with the goals of the City of Long Beach Air Quality Element .

b. Would the project violate any air quality standard or contribute to an existing or projected air quality violation?

Less than Significant Impact.

The California Air Resources Board regulates mobile emissions and oversees the activities of county Air Pollution Control Districts (APCDs) and regional Air Quality Management Districts (AQMDs) in California. The South Coast Air Quality Management District (SCAQMD) is the regional agency empowered to regulate stationary and mobile sources in the South Coast Air Basin.

To determine whether a project generates sufficient quantities of air pollution to be considered significant, the SCAQMD adopted maximum thresholds of significance for mobile and stationary producers in the South Coast Air Basin (SCAB), (i.e., cars, trucks, buses and energy consumption). SCAQMD Conformity Procedures (Section 6.3 of the CEQA Air Quality Handbook, April 1993) states that all government actions that generate emission greater than the following thresholds are considered regionally significant (see Table 1).

Table 1. SCAQMD Significance Thresholds

Pollutant	Construction Thresholds (lbs/day)	Operational Thresholds (lbs/day)
ROC	75	55
NO _x	100	55
CO	550	550
PM ₁₀	150	150
SO _x	150	150

Construction emissions would be minimal and would involve exterior improvements at the project site. Construction emissions would not include the demolition of any structures. Construction emissions would be estimated to be below threshold levels. The sources of these estimates are based on CEQA Air Quality Handbook, revised 1993, Table 9-1 Screening Table for Estimating Total Construction Emissions. The table below indicates the results.

	ROC	NO_x	CO	PM₁₀
Construction Emissions	1.72	12.55	1.77	1.51
AQMD Thresholds	75	100	550	150
Exceeds Thresholds	No	No	No	No

The primary long-term emission source from the proposed project would be vehicles driven by employees, members of the congregation and visitors to the church. A secondary source of operational emissions would be the consumption of natural gas and the use of landscape maintenance equipment. The project site, an existing office building, currently generates trips and operational emissions. Estimated automobile emissions from the project are listed in the table below. The sources of these estimates are based on the CEQA Air Quality Handbook, revised 1993, Table 9-7 Screening Table for Estimating Mobile Source Operation Emissions. Based upon these estimates, the proposed project would not exceed threshold levels for mobile emissions. The table below indicates the results.

	ROC	NO _x	CO	PM ₁₀
Project Emissions	8.88	5.28	87.36	.72
AQMD Thresholds	55	55	550	150
Exceeds Thresholds	No	No	No	No

c. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

Less than Significant Impact.

Please see III (a) and (b) above for discussion.

d. Would the project expose sensitive receptors to substantial pollutant concentrations?

No Impact.

The CEQA Air Quality Handbook defines sensitive receptors as children, athletes, elderly and sick individuals that are more susceptible to the effects of air pollution than the population at large. The proposed project would not be anticipated to produce significant levels of any emission that could affect sensitive receptors.

e. Would the project create objectionable odors affecting a substantial number of people?

No Impact.

The proposed project would be an institutional land use in an existing office building. The project would be required by code to comply with City Requirements applicable to the maintenance of trash areas. The project, however, would not be anticipated to create objectionable odors.

IV. BIOLOGICAL RESOURCES

No Impact. (for a through f)

The proposed project site is located in a suburban portion of the city, and is near existing retail, single family residential, office and institutional land uses. The vegetation is minimal and consists of common horticultural species in landscaped areas. There is no evidence of rare or sensitive species as listed in Title 14 of the California Code of Regulations or Title 50 of the Federal Code of Regulations.

The proposed site is not located in a protected wetlands area. Also, the development of the proposed project is not anticipated to interfere with the migratory movement of any wildlife species. The biological habitat and species diversity is limited to that typically found in highly populated and urbanized Southern California settings.

No adverse impacts would be anticipated to biological resources.

V. CULTURAL RESOURCES

There is some evidence to indicate that primitive people inhabited portions of the city as early as 5,000 to 2,000 B.C. Much of the remains and artifacts of these ancient people have been destroyed as the city has been developed. Of the archaeological sites remaining, many of them seem to be located in the southeast sector of the city. No adverse impacts are anticipated to cultural resources.

No Impact. (for a through d)

a. Would the project cause a substantial adverse change in the significance of a historical resource as defined in Section §15064.5?

The proposed project would be located within an existing structure that was constructed in 1960. The project would not be anticipated to have an impact on any historical resource.

b. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section §15064.5?

The proposed project would occupy an existing developed site. While the project would include some alterations to the parking lot, there would be no excavation. The project would not be expected to affect any archaeological resource.

c. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Please see V. (b) above for discussion.

d. Would the project disturb any human remains, including those interred outside of formal cemeteries?

Please see V. (b) above for discussion.

VI. GEOLOGY AND SOILS

a. Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Less Than Significant Impact.

Per Plate 2 of the Seismic Safety Element of the General Plan, no faults are known to pass beneath the site, and the area is not in the Alquist-Priolo Special Studies Zone. The most significant fault system in the vicinity is the Newport-Inglewood fault zone. Other potentially active faults in the area are the Richfield Fault, the Marine Stadium Fault, the Palos Verdes Fault and the Los Alamitos Fault. Because faults do exist in the City, "No Impact" would not be an appropriate response, but a less than significant impact could be anticipated.

ii) Strong seismic ground shaking?

Less Than Significant Impact.

The proximity of the Newport-Inglewood Fault could create substantial ground shaking at the proposed site if a seismic event occurred along the fault. However, there are numerous variables that determine the level of damage at a given location. Given these variables, it is not possible to determine the level of damage that may occur on the site during a seismic event. Any tenant improvements at the project site, however, would be

constructed in conformance to all current state and local building codes relative to seismic safety. No significant impact would be anticipated.

iii) Seismic-related ground failure, including Liquefaction?

Less Than Significant Impact.

According to Plate 7 of the Seismic Safety Element of the City's General Plan, the proposed project would be located at a site that is inside the "Liquefaction Potential Significant" area. This fact in itself does not mean that the project location would be unsafe. The "Liquefaction Potential Significant" area covers portions of the City that are completely built out (reference: Plate 7), and many other factors would determine whether the site was affected by seismic-related ground failure. Overall, a less than significant impact would be anticipated.

iv) Landslides?

No Impact.

Per the Seismic Safety Element, no landslides are anticipated to occur on the site of the proposed project. No impact would be anticipated.

b. Would the project result in substantial soil erosion or the loss of topsoil?

No Impact.

The proposed project would not result in any soil erosion. The project site is relatively flat and is developed and improved. No impact would be anticipated.

c. Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

No Impact.

Please see VI (a. iii) and (b) above for discussion.

d. Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

No Impact.

According to Plate 3 of the Seismic Safety Element, the project site is located on predominantly sandy and clayey alluvial materials composed of interlayered lenses of cohesionless and cohesive material overlying the shallow Gaspar or Recent aquifers. No expansion is anticipated.

e. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of wastewater?

No Impact.

The project site is located in an area where sewers exist and are utilized.

VII. HAZARDS AND HAZARDOUS MATERIALS

a. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

No Impact.

The proposed project would be the establishment of a church in an existing two-story office building. The function of the project would not involve the transport, use or disposal of hazardous materials. Therefore, the proposed project would not be anticipated to create any significant hazard to the public or the environment via the use, transport or disposal of hazardous materials.

b. Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

No Impact.

Please see VII (a) above for discussion.

c. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less Than Significant Impact.

The project site is located east of Hill Middle School. Any construction vehicles on-site for the exterior improvements to the project would emit emissions, but would also be required to minimize such emissions through regulatory measures. Any impact would be expected to be less than significant.

d. Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No Impact:

The Hazardous Waste and Substances Sites (Cortese) List is a planning document used by the State, local agencies and developers to comply with the California Environmental Quality Act requirements in providing information about the location of hazardous materials release sites. The Cortese List does not list the proposed project site as contaminated with hazardous materials.

e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

No Impact:

The proposed project site is not located within the airport land use plan.

f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

No Impact.

Please see VII (e) above for discussion.

g. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact:

The proposed project would be an institutional land use in an existing office building. The Fire and Police Departments would both have the opportunity to review and provide input to the project plans prior to tenant improvements. The project would be required to comply with all current Fire and Health and Safety codes and would be required by code to have posted evacuation routes to be utilized in the event of an emergency. The proposed project would not be expected to impair implementation of or physically interfere with an emergency evacuation plan from the building or any adopted emergency response plan.

h. Would the project expose people or structures to a significant risk of loss, injury or death involving wild land fires, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands?

No Impact:

The project site is within an urbanized setting and would not expose people or structures to a significant risk of loss, injury or death involving wild land fires.

VIII. HYDROLOGY AND WATER QUALITY

The Flood Insurance Administration has prepared a new Flood Hazard Map designating potential flood zones, (Based on the projected inundation limits for breach of the Hansen Dam and that of the Whittier Narrows Dam, as well as the 100-year flood as delineated by the U.S. Army Corps of Engineers) which was adopted in July 1998.

The proposed project would comply with all state and federal requirements pertaining to preservation of water quality.

a. Would the project violate any water quality standards or waste discharge requirements?

No Impact:

While preparation and operation of the proposed project would involve the discharge of water into the system, the project would not be expected to violate any wastewater discharge standards. The project site is in a built-out, urbanized area.

b. Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

No Impact.

The proposed project would be developed in an urban setting with water systems in place that were designed to accommodate development. The operation of the proposed land use would not be expected to substantially deplete or interfere with the recharge of groundwater supplies.

c. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

No Impact.

The project would be established in an existing structure in an urban setting. The proposed project would not result in any erosion or siltation on or off the site.

d. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or off-site?

No Impact:

The project site is already an impervious surface that experiences runoff. Drainage infrastructure is already in place to avoid a situation where runoff could result in flooding or upset.

e. Would the project create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems?

No Impact:

Please see VIII (c) and (d) above for discussion.

f. Would the project otherwise degrade water quality?

Less Than Significant Impact.

During construction of exterior improvements and operation of the land use, the applicant would be expected to comply with all laws and code requirements relative to maintaining water quality. Therefore, the project would not be expected to significantly impact or degrade the quality of the water system.

g. Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

No Impact:

The proposed project does not include any residential dwelling units. According to Plate 10 of the Seismic Safety Element, the project site is located outside of the 100-year flood hazard area.

h. Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?

No Impact.

Please see VIII (g) above for discussion.

i. Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

No Impact.

The project site is not located where it would be impacted by flooding, nor is it located within proximity of a levee or dam. There would be no impact.

j. Would the project result in inundation by seiche, tsunami or mudflow?

No Impact.

Per Plate 11 of the Seismic Safety Element, the project site is not within a zone influenced by the inundation of seiche, tsunami, or mudflow.

IX. LAND USE AND PLANNING

a. Would the project physically divide an established community?

No Impact.

The project would be located in the southeast corner of the city. Nearby land uses include single family residential, a small retail center, other two-story offices, Hill Middle School, Rancho Los Alamitos, and California State University, Long Beach. The project would be established in an existing structure and would not be expected to physically divide any established community.

b. Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Less Than Significant Impact.

The proposed project would be located in the City's General Plan Land Use District, No. 8N - Shopping Nodes. The description of this district in the Land Use Element states that it was created to accommodate retail and service uses in small, neighborhood-serving centers. The church would occupy a 38,400 square-foot office building that was constructed in 1960. The 3.05-acre project site wraps around a small and active retail center at the southeast corner of Studebaker Road and Anaheim Road. While the proposed land use would not be a retail use, it would potentially be neighborhood-serving and would be compatible with the adjacent retail center.

The proposed project would be located in the Neighborhood Automobile-Oriented Commercial (CNA) Zoning district. The church would need an approved Conditional Use Permit to locate in the district. If the church met the intent of the district and complied with the required findings, it would be found consistent with the Zoning. Overall, the proposed project would not conflict with any adopted land use plan.

c. Would the project conflict with any applicable habitat conservation plan or natural communities conservation plan?

No Impact.

The project site is located in an urban setting where there are no habitat or natural community conservation plans in place. Therefore, there would be no conflict with such a plan.

X. MINERAL RESOURCES

The primary mineral resource within the City of Long Beach has been oil. However, oil extraction operations within the city have diminished over the last century as this resource has become depleted due to extraction operations. Today, oil extraction continues but on a greatly reduced scale in comparison to that which occurred in the past. The project site does not contain any oil extraction operations. Development of the proposed project would not be anticipated to have a negative impact on this resource. There are no other known mineral resources on the site that could be negatively impacted by development.

a. Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact.

The proposed project would be the establishment of a church in an existing office building at a developed site in an urbanized setting. The project would have no impact upon or result in the loss of availability of any known mineral resource.

b. Would the project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact.

Please see X (a) above for discussion.

XI. NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES)

The proposed project would involve the establishment of a church in an existing two-story structure in a built-out part of the city. The structure is surrounded by hardscape and landscaped area.

a. Would the project result in a significant lose of pervious surface?

No Impact.

The project site has a building footprint and is paved with parking lot and landscaped areas. The proposed project would not result in a significant loss of pervious surface.

b. Would the project create a significant discharge of pollutants into the storm drain or water way?

Less Than Significant Impact.

The proposed project would not be a land use that would be associated with significant discharges of pollutants. As with any institutional, office or commercial land use, the project would be expected to maintain its parking areas to reduce the discharge of pollutants into the storm drain system.

c. Would the project violate any best management practices of the National Pollution Discharge Elimination System permit?

Less Than Significant With Mitigation.

In order to reduce the impacts upon the surrounding neighborhood and retail center, it would be necessary for the applicant to practice Best Management Practices (BMPs) during the planned exterior improvements at the project site. The following mitigation measure shall apply:

- XI-1** Prior to the release of any grading or building permit, the project plans shall include a narrative discussion of the rationale used for selecting or rejecting BMPs. The project architect or engineer of record, or authorized qualified designee, shall sign a statement on the plans to the effect: "As the architect/engineer of record, I have selected appropriate BMPs to effectively minimize the negative impacts of this project's construction activities on storm water quality. The project owner and contractor are aware that the selected BMPs must be installed, monitored and maintained to ensure their effectiveness. The BMPs not selected for implementation are redundant or deemed not applicable to the proposed construction activities."
(Source: Section 18.95.050 of the Long Beach Municipal Code).

XII. NOISE

Noise is defined as unwanted sound that disturbs human activity. Environmental noise levels typically fluctuate over time, and different types of noise descriptors are used to account for this variability. Measuring noise levels involves intensity, frequency, and duration, as well as time of occurrence.

Some land uses are considered more sensitive to ambient noise levels than other uses, due to the amount of noise exposure and the types of activities involved. Residences, motels, hotels, schools, libraries, churches, nursing homes, auditoriums, parks and outdoor recreation areas are generally more sensitive to noise than are commercial and industrial land uses.

The City of Long Beach uses the State Noise/Land Use Compatibility Standards, which suggests a desirable exterior noise exposure at 65 dBA CNEL for sensitive land uses such as residences. Less sensitive commercial and industrial uses may be compatible with ambient noise levels up to 70 dBA. The City of Long Beach has an adopted Noise Ordinance that sets exterior and interior noise standards.

a. Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies?

Less Than Significant Impact:

Development of the proposed project is not expected to create noise levels in excess of those established by the Long Beach City Ordinance. During improvements to the exterior of the project site, there could be temporary increases within the ambient noise levels but it would not be expected to exceed established standards. Project construction must conform to the Noise Ordinance. As stated in §8.80.202, "no person shall operate or permit the operation of any tools or equipment used for construction, alternation, repair, remodeling, drilling, demolition or any other related building activity which would produce loud or unusual noise which annoys or disturbs a reasonable person of normal sensitivity between the hours of seven p.m. and seven a.m."

b. Would the project result in exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?

Less Than Significant Impact.

The proposed project could expose persons to periodic ground borne noise or vibration during improvements to the parking area. However, this type of noise would be typical for construction involving concrete removal and would be expected to have a less than significant impact.

c. Would the project create a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Less Than Significant Impact.

Although the proposed project could result in a permanent increase in ambient noise levels in the project vicinity above levels existing without the project, the permanent increase would not be expected to be substantial. Such an increase would not be expected to require mitigation.

d. Would the project create a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Less than Significant Impact.

Again, although the proposed project could result in a temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project, the temporary or periodic increase would not be expected to be substantial. Such an increase would not be expected to require mitigation.

e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact:

The proposed project is not located within any airport land use plan.

f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area excessive noise levels?

No Impact:

The proposed project is not located within the vicinity of a private airstrip.

XIII. POPULATION AND HOUSING

The City of Long Beach is the second largest city in Los Angeles County and the fifth largest in California. At the time of the 2000 Census, Long Beach had a population of 461,522, which presents a 7.5 percent increase from the 1990 Census. According to the 2000 Census, there were 163,088 housing units in Long Beach, with a citywide vacancy rate of 6.32 percent. It is projected that a total population of approximately 499,705 persons will inhabit the City of Long Beach by the year 2010.

a. Would the project induce substantial population growth in an area, either directly or indirectly?

No Impact.

The proposed project would involve the establishment of a church in an existing office building. The project would not impact the population growth in the area.

b. Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

No Impact.

The proposed project would be non-residential in nature and would not displace any households. The project site does not contain any residential structures or house any residents.

c. Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact.

Please see XIII (b) above for discussion.

XIV. PUBLIC SERVICES

Public services include Fire, Police, public schools and recreational resources. Fire protection for the project site would be provided by the Long Beach Fire Department. The Department has 23 in-city stations and is divided into the following bureaus: Fire Prevention, Fire Suppression, Instruction and Technical Services. The Fire Department is accountable

for medical, paramedic, and other first aid rescue calls from the community.

The project would be served by the Long Beach Police Department, which is divided into the following bureaus: Patrol, Traffic, Detective, Juvenile, Vice, Community, Jail, Records, and Administration Sections. The City has four Patrol Divisions; East, West, North and South.

Would the proposed project have an adverse impact upon any of the following public services:

a. Fire protection?

No Impact.

The proposed project would occupy an existing office building. Tenant improvements would occur prior to occupancy and plans for the improvements would be plan checked by the Fire Department to ensure adequate emergency access and compliance with all applicable Fire code requirements. The proposed project would not be expected to have an adverse impact upon Fire services.

b. Police protection?

No Impact.

The Police Department's East Division would serve the proposed project. During staff review of the proposed project, the Police Department was given the opportunity to provide input to the Zoning planner and the applicant regarding security lighting and locks, defensible design, emergency access and other related issues. The proposed project would not be expected to have an adverse impact upon Police services.

c. Schools?

No Impact.

The applicant church currently holds its services at Hill Middle School on a regular basis. If the project were to be approved, the church would not longer require the use of the Hill Middle School facilities. Therefore, the impact of the proposed project upon the local schools would not be anticipated to be adverse.

d. Parks?

No Impact.

The proposed project is a land use that would not be anticipated to have an adverse impact upon the city's park system.

e. Other public facilities?

No Impact.

The proposed project would not result in any substantial adverse physical impacts to any government facilities.

XV. RECREATION

a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

No Impact.

The proposed church would not be expected to have an impact upon the nearest community park or any other existing facilities in the City. Development of the proposed project would not be anticipated to place an increased burden on the recreational facilities of the city.

b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

No Impact.

According to the plans of the proposed project, the church would have a large sanctuary / multi-purpose area, numerous classrooms and a mezzanine level gathering place for the youth of the church. No exterior recreational areas are planned. The proposed project would not be expected to have an adverse physical effect upon the environment.

XV. TRANSPORTATION/TRAFFIC

Since 1980, Long Beach has experienced significant growth. Continued growth is expected into the next decade. Inevitably, growth will generate additional demand for travel. Without proper planning and necessary transportation improvements, this increase in travel demand, if unmanaged, could result in gridlock on freeways and streets, and jeopardize the tranquility of residential neighborhoods.

a. Would the project cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?

Less than Significant Impact.

The applicant had a focused qualitative traffic study prepared by Albert Grove and Associates. The results of the study are included as Attachment 5. The project would not cause a substantial increase in traffic in the vicinity of the project site because the temporary home of the church is approximately one block from the project site. The trips that would be applied to the project site are already in the vicinity due to where the church presently holds its services.

b. Would the project exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?

Less than Significant Impact.

The proposed project would not be expected to exceed any level of service. There would be not substantive increase in the level of service at the affected intersections due to where the church currently holds its services.

c. Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

No Impact.

The proposed project would have no impact upon air traffic patterns and would be unrelated to air traffic in general.

d. Would the project substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less Than Significant Impact With Mitigation.

At the project site, there is a rolling gate that could create an opening to the site from Kallin Avenue. One of the recommendations of the focused

qualitative traffic study is that the Kallin Avenue gate be permanently closed to discourage use of Kallin Avenue, thus reducing the impact of the church upon the residential neighborhood located east of the project site. The following mitigation measure is included to facilitate this recommendation:

XV-1 Prior to the issuance of certificates of occupancy, the applicant shall permanently close the access from Kallin Avenue to the project site. The access shall be accessible only to the Fire Department.

e. Would the project result in inadequate emergency access?

No Impact.

The project site would be an existing office building with parking lot and drive aisles on all four sides. The Fire Department and Police Department would each have input into the ingress and egress of the proposed project and all accesses to the proposed project. As a result, the proposed project would not be expected to result in a design with inadequate emergency access.

f. Would the project result in inadequate parking capacity?

Less Than Significant Impact.

The project would provide 240 parking spaces on-site, which would comply with the Zoning code requirement for the proposed land use. No variance for parking has been requested. The church plans on using parking attendants to manage and direct traffic within the project site. This method of parking management is currently used by the church at Hill Middle School, where it meets on a regular basis. The church has set forth parking management guidelines that are described on Attachment 2.

g. Would the project conflict with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

No Impact.

The proposed project would not be a land use that would be expected to conflict with any adopted policies related to alternative transportation. The project would be accessible to transit riders as Studebaker Road is a transit route.

XVI. UTILITIES AND SERVICE SYSTEMS

Would the project::

- a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?**
- b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**
- c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**
- d) Have sufficient water supplies available to serve the project from existing entitlement and resources, or are new or expanded entitlement needed?**
- e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?**
- f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?**
- g) Comply with federal, state, and local statutes and regulations related to solid waste?**

No Impact.

The proposed project would not be expected to place an undue burden on any utility or service system. The project would occur in an urbanized setting where all utilities and services are in place. The intensity of the proposed development was taken into account when the surrounding utility and service systems were planned.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE

- a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-**

sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

No Impact.

The proposed project would be located within an established urbanized setting. There would be no anticipated negative impact to any known fish or wildlife habitat or species.

b. Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

No Impact.

The proposed project would not be anticipated to have a cumulative considerable effect upon the environment. The proposed land use would be compatible with the surrounding land uses and consistent with the suburban nature of the neighborhood where the project site is located.

c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

No Impact.

There are no substantial adverse environmental effects to human life either directly or indirectly related to the proposed project.

**MITIGATION MONITORING PLAN
MITIGATED NEGATIVE DECLARATION 05-05
CORNERSTONE CHURCH
1000 STUDEBAKER ROAD**

**XI. NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM
(NPDES)**

- XI-1** Prior to the release of any grading or building permit, the project plans shall include a narrative discussion of the rationale used for selecting or rejecting BMPs. The project architect or engineer of record, or authorized qualified designee, shall sign a statement on the plans to the effect: "As the architect/engineer of record, I have selected appropriate BMPs to effectively minimize the negative impacts of this project's construction activities on storm water quality. The project owner and contractor are aware that the selected BMPs must be installed, monitored and maintained to ensure their effectiveness. The BMPs not selected for implementation are redundant or deemed not applicable to the proposed construction activities."
(Source: Section 18.95.050 of the Long Beach Municipal Code).

TIMING: Prior to issuance of the grading/building permit.
ENFORCEMENT: Planning & Building Dept.

XV. TRANSPORTATION/TRAFFIC

- XV-1** Prior to the issuance of certificates of occupancy, the applicant shall permanently close the access from Kallin Avenue to the project site. The access shall be accessible only to the Fire Department.

TIMING: Prior to issuance of certificates of occupancy.
ENFORCEMENT: Planning & Building Dept.

VICINITY MAP



(map not to scale)

PROJECT	Cornerstone Church		
PROJECT SITE	1000 Studebaker Road Existing 38,400 square foot building on a 3.05 acre site		
BOUNDARIES	North	Retail center / Anaheim Road	
	East	Kallin Avenue / single family residential	
	South	Single family residential / 9th Street	
	West	Studebaker Road / office building	

ATTACHMENT 1

CORNERSTONE CHURCH C.U.P. APPLICATION
SUPPLEMENTAL INFORMATION
1000 STUDEBAKER ROAD

PROPOSED FACILITY USE

The facility will be used for worship services on Sunday mornings and for smaller activities and office use during the week.

On Sundays, worship services will span the hours of 8:00 am and 12:00 pm. During these hours, the facility will be fully utilized except for office space. In addition to the worship service for adults, there will be classes for children, youth and adults. Anticipated attendance at worship services would normally range from 200 to about 500. Sunday evening activities are anticipated to include college group and adult meetings between the hours of 6:00 pm and 9:00 pm with an attendance of between 50 and 200.

On weekdays, the office space will be used by pastors and administrative staff during the day along with daytime activities and Bible studies for seniors, mothers of preschoolers and youth. The church will not provide services to the homeless on site.

The facility will be used most evenings for smaller adult meetings, youth and college group activities, children's programs and choir rehearsals. The attendance at regular weeknight activities will normally range from 10 to 150. These activities will span the hours of 7:00pm and 9:00 pm.

Seasonal events will take place at the church which include holiday programs and seminars. Attendance at these events is anticipated to range from 300 to 600 people. The facility will also be made available to local community groups.

LONG RANGE PLAN

Due to the size and planned design of this facility, it should easily be able to accommodate all of the church's anticipated needs for the next five years. Beyond that time frame, it is difficult to project the exact needs of the church.

PARKING MANAGEMENT

Sufficient parking has been provided on site to accommodate the churches normal activities. During peak use of the facility (including Sunday morning services) parking attendants will manage and direct traffic within the site. A team is already in place to manage parking at Hill Middle School where the church currently meets, one block from the site. Church participants will be directed to not park on any neighboring streets. Signs will be posted at the three

church parking lot entrances which note, "no church parking on residential streets". Regular attenders will also be reminded of this through church service announcements. Signs will also be posted which prohibit church parking in the retail center parking areas. The church will, however, allow retail patrons to parking in the church parking lot on weekdays.

If an overflow parking situation ever arises, such as at holiday services, the parking attendants will direct cars to an overflow parking area off site. Cornerstone Church will make arrangements with neighboring establishments to utilize their parking lots for overflow parking. These will include Hill Middle School and the Senior Housing Foundation. These properties are located across Studebaker Road from the site and each contain about 100 parking spaces. A shuttle service would be provided if needed, although these facilities are easily within walking distance from the site and the traffic signal at Anaheim and Studebaker Roads would allow pedestrians to safely cross the street.



March 21, 2005

Cornerstone Church
c/o Mr. John Fuqua
Carol Electric Company, Inc.
3822 Cerritos Avenue
Los Alamitos, California 90720

RE: Focused Traffic Study Letter Report

Dear Mr. Fuqua:

Pursuant to your request, Albert Grover & Associates (AGA) has conducted a focused traffic study relative to the proposed relocation of Cornerstone Church activities to the existing building located at 1000 Studebaker Road (between Ninth Street and Anaheim Road) in the City of Long Beach.

The purpose of the study was to determine if the proposed Church activities would result in significant adverse traffic impacts to the residents living nearby, particularly those living east of Studebaker Road both north and south of Anaheim Road. As part of the analysis, the following tasks were conducted:

- ◆ Visual observations were conducted on Sunday, March 6, 2005, at the Hill Middle School (located on the west side of Studebaker Road south of Anaheim Road), where the Cornerstone Church currently conducts their Sunday worship services at 9:00 AM and at 10:30 AM; at the Studebaker Road/Anaheim Road intersection; and throughout the neighborhood east of Studebaker Road and north and south of Anaheim Road, to determine if existing Church activities result in any traffic operational problems. The observations were conducted from 8:40 AM to 11:00 AM.
- ◆ Twenty-four hour daily traffic count data was collected on Sunday, March 13, 2005 and Monday, March 14, 2005, at two locations: Studebaker Road south of Anaheim Road, and Anaheim Road east of Studebaker Road. Those counts are included as Attachment A.
- ◆ Visual observations were conducted on Thursday, March 17, 2005, at the intersection of Studebaker Road/Anaheim Road to determine if there are any

TRANSPORTATION CONSULTING ENGINEERS

211 E. Imperial Hwy., Suite 208, Fullerton, CA 92835
(714) 992-2990 FAX (714) 992-2883 E-Mail: aga@albertgrover.com

Mr. John Fuqua
March 21, 2005
Page 2

existing weekday traffic operational problems at the site. Various photographs taken at this time are included as Attachment B.

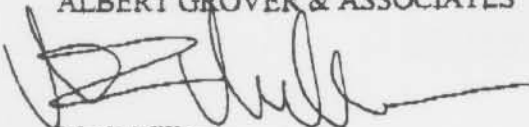
Based on the Site Plan that you provided, the traffic counts collected, our various observations and our understanding of your proposed activities, our findings and conclusions are as follow:

- ◆ Because there are no convenient ingress/egress points to/from the adjacent neighborhood across the San Gabriel River, it is anticipated that the vast majority of Church traffic will utilize Studebaker Road and Anaheim Road west of the Church parking lot shared driveway for access.
- ◆ Permanent closing of the Kallin Avenue access gate at the parking lot will help ensure that any potential neighborhood intrusion is minimal.
- ◆ Traffic operations on Anaheim Road and on Studebaker Road will not be significantly impacted by Church activities either on Sundays or weekdays. Sufficient ingress/egress is provided on Studebaker Road, and sufficient roadway capacity is available to serve the additional demand on Sundays. Given your minimal weekday activity schedule, and planned beginning/ending times of weekday activities, there should likewise be no significant weekday impacts to these two roadways.

Should you have any questions regarding this matter, please feel free to contact me.

Respectfully submitted,

ALBERT GROVER & ASSOCIATES



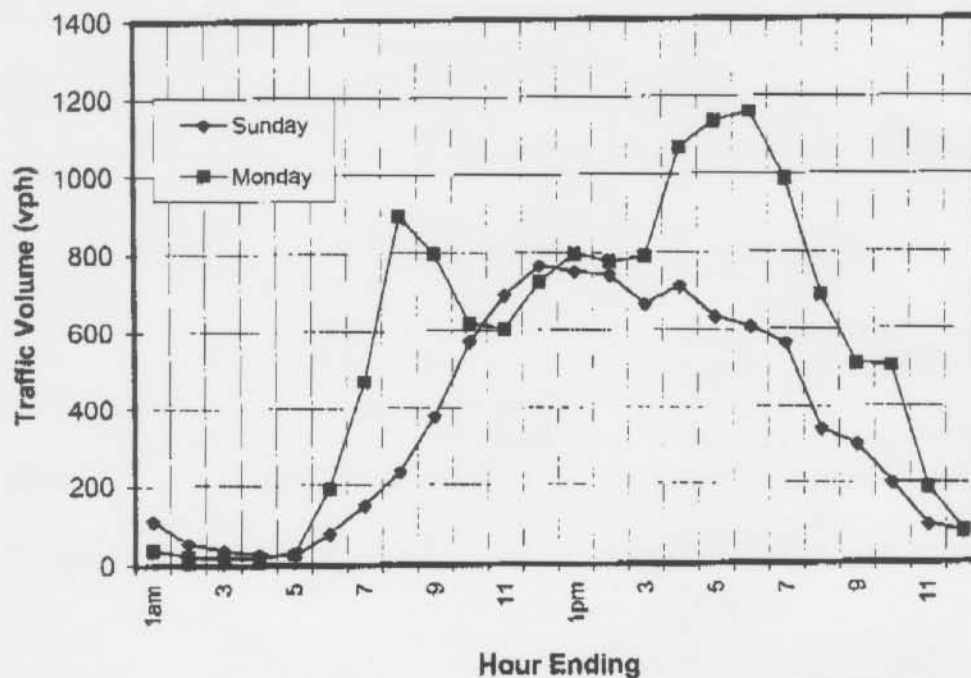
Mark Miller
Executive Vice President

ATTACHMENT A

24-Hour Traffic Count Summary
'STUDEBAKER ROAD' ('S/O ANAHEIM ROAD')
 Southbound (vph) - Sunday/Monday
 March 13-14, 2005

Sun												
Hour Ending	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00
AM	112	55	38	26	24	78	150	235	379	573	689	766
PM	750	741	666	712	632	608	566	342	301	202	94	77
Total	8,816											

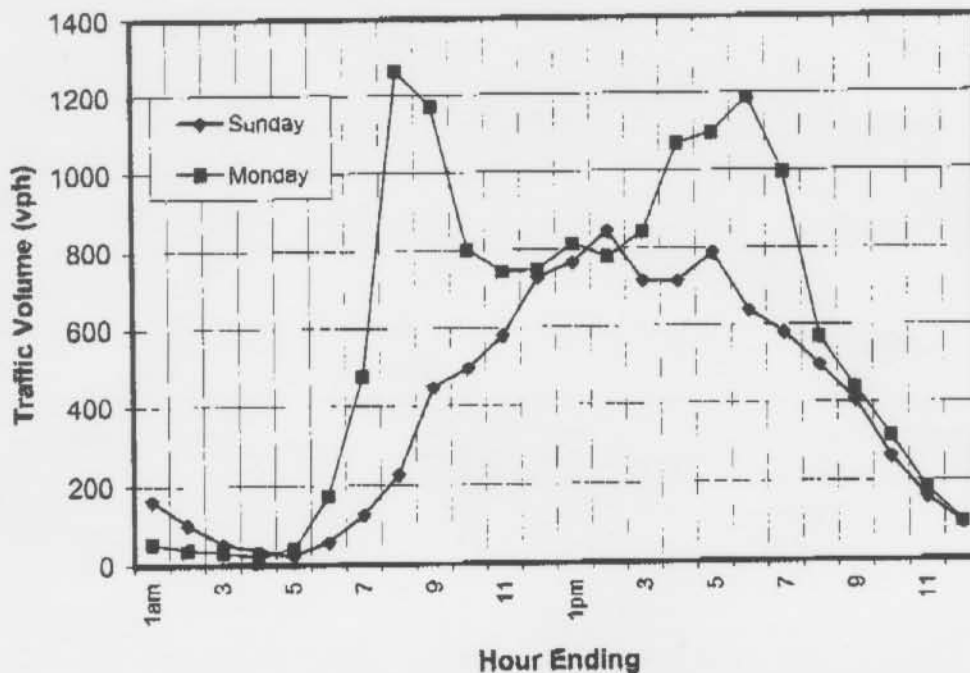
Mon												
Hour Ending	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00
AM	39	22	18	20	30	193	472	896	798	618	605	724
PM	797	777	789	1070	1136	1161	987	690	513	508	190	80
Total	13,133											



24-Hour Traffic Count Summary
'STUDEBAKER ROAD' ('S/O ANAHEIM ROAD')
 Northbound (vph) - Sunday/Monday
 March 13-14, 2005

Sun												
Hour Ending	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00
AM	184	103	53	36	22	58	125	227	448	498	580	728
PM	767	847	718	717	788	639	582	500	407	261	159	93
Total	9,520											

Mon												
Hour Ending	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00
AM	55	37	32	21	39	174	480	1263	1170	801	745	748
PM	815	780	844	1070	1097	1189	995	572	441	313	182	96
Total	13,959											



1350 Reynolds Avenue, Ste 115
Irvine, CA 92614Site: LONG BEACH
Date: 03/13/05

Location Segment Event Interval Begin	STUDEBAKER ROAD		S/O ANAHEIM ROAD		AGA		SB		Combined		Day	Sunday
	NB											
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM		
12:00	58	164	188	767	39	112	160	750	97	276	348	1.517
12:15	37		177		28		200		65		377	
12:30	36		220		19		194		55		414	
12:45	33		182		26		196		59		378	
01:00	35	103	198	847	16	55	176	741	51	158	374	1.588
01:15	17		183		12		192		29		375	
01:30	23		226		12		192		35		418	
01:45	28		240		15		181		43		421	
02:00	16	53	190	718	9	38	160	666	25	91	350	1.384
02:15	11		190		7		176		18		366	
02:30	18		160		10		170		28		330	
02:45	8		178		12		160		20		338	
03:00	12	36	190	717	4	26	134	712	16	62	324	1.429
03:15	6		150		9		180		15		330	
03:30	10		170		6		196		16		366	
03:45	8		207		7		202		15		409	
04:00	10	22	187	788	5	24	150	632	15	46	337	1.420
04:15	2		207		4		156		6		363	
04:30	7		194		9		159		16		353	
04:45	3		200		6		167		9		367	
05:00	10	58	172	639	8	78	160	608	18	136	332	1.247
05:15	10		152		10		150		20		302	
05:30	20		162		24		158		44		320	
05:45	18		153		36		140		34		293	
06:00	24	125	158	582	27	150	131	566	51	275	289	1.148
06:15	22		141		48		148		70		289	
06:30	44		143		33		183		77		326	
06:45	35		140		42		104		77		244	
07:00	46	227	126	500	48	235	98	342	94	462	224	842
07:15	54		120		60		89		114		209	
07:30	61		122		55		77		116		199	
07:45	66		132		72		78		138		210	
08:00	72	448	104	407	82	379	83	301	134	827	187	708
08:15	84		106		85		70		169		176	
08:30	104		107		102		74		206		181	
08:45	188		90		110		74		298		164	
09:00	111	498	78	261	122	573	54	202	233	1,071	132	463
09:15	131		76		136		51		267		127	
09:30	106		56		146		41		252		97	
09:45	150		51		169		56		319		107	
10:00	146	580	56	159	142	689	30	94	288	1,269	86	253
10:15	138		41		172		20		310		61	
10:30	150		37		193		26		343		63	
10:45	146		25		182		18		328		43	
11:00	160	728	33	93	176	766	21	77	336	1,494	54	170
11:15	182		27		164		19		346		46	
11:30	188		19		188		22		376		41	
11:45	198		14		238		15		436		29	
Totals	3,042		6,478		3,125		5,691		6,167		12,169	
Split%	49.3		53.2		50.7		46.8					
Day Totals		9,520				8,816				18,336		
Day Splits		51.9				48.1						
Peak Hour	11:00		01:00		11:00		12:15		11:00		01:00	
Volume	728		847		766		766		1,494		1,388	
Factor	0.92		0.88		0.80		0.96		0.86		0.94	

1350 Reynolds Avenue, Ste. 115
Irvine, CA 92614Site LONG BEACH
Date 03/14/05

Station Element Event	STUDEBAKER ROAD S/O ANAHEIM ROAD								Date				03/14/05	
	AGA				SB				Combined		Day		Monday	
	AM	NB	PM		AM	PM			AM	PM				
Origin	AM		PM		AM	PM			AM	PM				
12:00	26	55	185	815	15	39	218	797	41	94	403	1,612		
12:15	10		204		9		216		19		420			
12:30	9		226		7		200		16		426			
12:45	10		200		8		163		18		363			
01:00	11	37	170	780	9	22	182	777	20	59	352	1,557		
01:15	5		210		3		179		8		389			
01:30	8		200		3		204		11		404			
01:45	13		200		7		212		20		412			
02:00	8	32	195	844	4	18	196	789	12	50	391	1,633		
02:15	10		213		8		190		18		403			
02:30	9		208		6		186		10		394			
02:45	10		228		0		217		10		445			
03:00	6	21	249	1,070	0	20	205	1,070	6	41	454	2,140		
03:15	4		287		6		273		10		560			
03:30	10		256		8		314		18		570			
03:45	1		278		6		278		7		556			
04:00	7	39	264	1,097	1	30	313	1,136	8	64	577	2,233		
04:15	4		268		5		261		9		529			
04:30	8		296		6		274		14		570			
04:45	20		269		18		288		38		557			
05:00	24	174	311	1,189	22	193	336	1,161	46	367	647	2,350		
05:15	44		318		28		278		72		596			
05:30	42		285		72		283		114		568			
05:45	64		275		71		264		135		539			
06:00	60	480	254	995	76	472	232	987	136	952	486	1,982		
06:15	107		249		109		254		216		503			
06:30	122		256		146		235		268		491			
06:45	191		236		141		266		332		502			
07:00	241	1,263	187	572	211	896	228	690	452	2,159	415	1,262		
07:15	308		134		200		159		508		293			
07:30	356		122		245		156		601		278			
07:45	358		129		240		147		598		276			
08:00	303	1,170	126	441	232	798	131	513	535	1,968	257	954		
08:15	274		105		188		154		462		259			
08:30	318		100		183		114		501		214			
08:45	275		110		195		114		470		224			
09:00	215	801	86	313	184	618	132	508	399	1,419	218	821		
09:15	216		112		138		142		354		254			
09:30	184		59		136		124		320		183			
09:45	186		56		160		110		346		166			
10:00	174	745	66	182	140	605	85	190	314	1,350	151	372		
10:15	172		58		150		53		322		111			
10:30	184		31		161		32		345		63			
10:45	215		27		154		20		369		47			
11:00	180	748	31	96	184	724	31	80	364	1,472	62	176		
11:15	186		18		162		18		348		36			
11:30	184		26		168		13		352		39			
11:45	198		21		210		18		408		39			
Totals	5,565		8,394		4,435		8,698		10,000		17,092			
Split%	35.7		49.1		44.4		50.9							
Day Totals		13.950				13.133				27.092				
Day Splits		51.5				48.5								
Peak Hour	07:15		04:30		07:15		04:45		07:15		04:30			
Volume	1,325		1,194		917		1,185		2,242		2,370			
Factor	0.93		0.94		0.94		0.88		0.93		0.92			

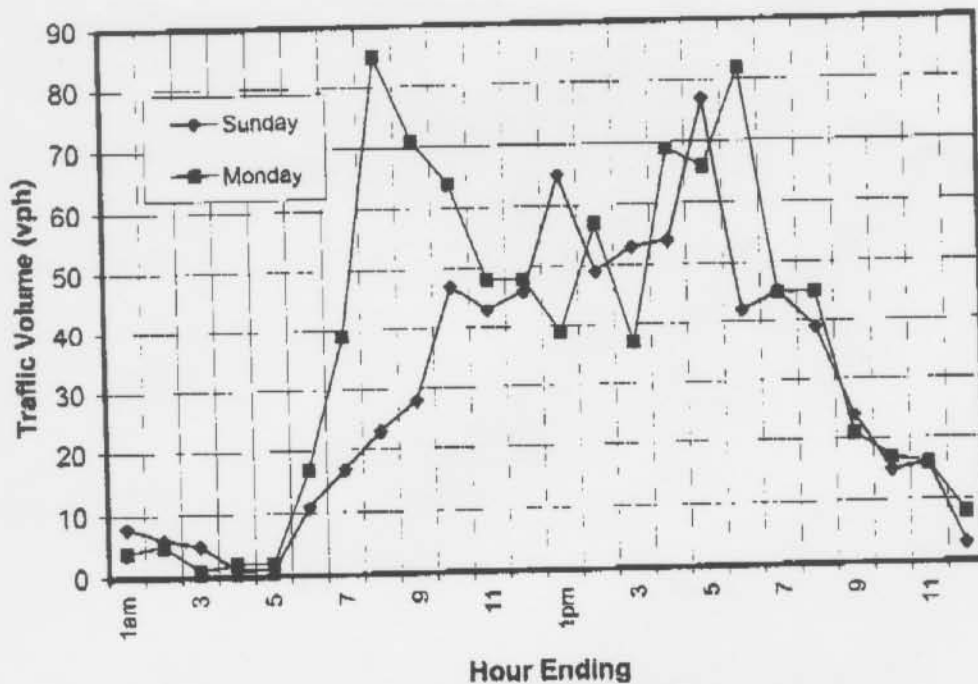
24-Hour Traffic Count Summary
'ANAHEIM ROAD' ('E/O STUDEBAKER ROAD')
Westbound (vph) - Sunday/Monday
March 13-14, 2005

Sun												
Hour Ending	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00
AM	8	6	5	1	1	11	17	23	28	47	43	46
PM	65	49	53	54	77	42	45	39	24	15	16	3

Total 718

Mon												
Hour Ending	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00
AM	4	5	1	2	2	17	39	85	71	64	48	48
PM	39	57	37	69	66	82	45	45	21	17	16	8

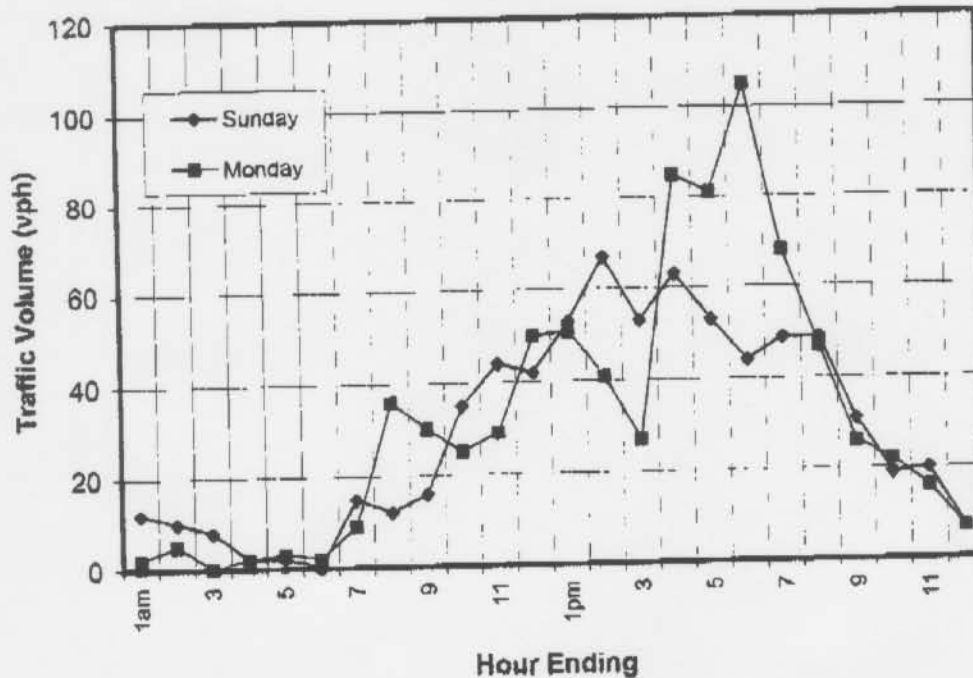
Total 888



24-Hour Traffic Count Summary
'ANAHEIM ROAD' ('E/O STUDEBAKER ROAD')
Eastbound (vph) - Sunday/Monday
March 13-14, 2005

Sun												
Hour Ending	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00
AM	12	10	8	2	2	0	15	12	16	35	44	42
PM	53	67	53	63	53	44	49	49	31	19	20	7
Total	706											

Mon												
Hour Ending	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00
AM	2	5	0	2	3	2	9	36	30	25	29	50
PM	51	41	27	85	81	105	68	47	26	22	16	7
Total	769											



03-25-05 10:42AM

FROM-ALBERT GROVER & ASSOCIATES

+17149922883

T-499 P.11/12 F-856

1350 Reynolds Avenue, Ste 115
Irvine, CA 92614Site: LONG BEACH
Date: 03/13/05

Location	ANAHEIM ROAD										Day	Sunday
Comment	E/O STUDEBAKER ROAD											
Client	AGA											
Interval	EB		WB		Combined							
begin	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM		
12:00	4	12	3	8	7	20	2	28	118			
12:15	1	12	1	16	2	29						
12:30	3	17	2	18	3	35						
12:45	4	12	2	14	6	26						
01:00	2	20	2	13	4	33	16	116				
01:15	6	18	3	12	9	30						
01:30	0	15	0	9	0	24						
01:45	2	14	1	15	3	29						
02:00	2	15	0	11	2	26	13	106				
02:15	2	12	0	12	2	24						
02:30	0	12	4	18	4	30						
02:45	4	14	1	12	5	26						
03:00	2	13	0	7	2	20	3	117				
03:15	0	16	0	19	0	35						
03:30	0	14	1	12	1	26						
03:45	0	20	0	16	0	36						
04:00	1	16	1	17	2	33	3	130				
04:15	0	10	0	15	0	25						
04:30	0	11	0	19	0	30						
04:45	1	16	0	26	1	42						
05:00	0	10	4	12	4	22	11	86				
05:15	0	13	0	8	0	21						
05:30	0	12	1	8	1	20						
05:45	0	9	6	14	6	23						
06:00	1	14	0	12	1	26	32	94				
06:15	0	12	2	12	2	24						
06:30	8	12	7	10	15	22						
06:45	6	11	8	11	14	22						
07:00	4	12	2	8	6	20	35	88				
07:15	2	13	8	11	10	24						
07:30	3	14	9	10	12	24						
07:45	3	10	4	10	7	20						
08:00	1	7	5	10	6	17	44	55				
08:15	6	11	4	2	10	13						
08:30	5	8	9	8	14	16						
08:45	4	5	10	4	14	9						
09:00	12	4	16	2	28	6	82	34				
09:15	5	4	13	5	18	9						
09:30	6	5	12	6	18	11						
09:45	12	6	6	2	18	8						
10:00	14	11	11	10	25	21	87	36				
10:15	14	4	14	2	28	6						
10:30	6	2	12	2	18	4						
10:45	10	3	6	2	16	5						
11:00	10	3	14	1	24	4	88	10				
11:15	7	4	10	0	17	4						
11:30	15	0	8	2	23	2						
11:45	10	0	14	0	24	0						
Totals	198	508	236	482	434	990						
Split%	45.6	51.3	54.4	48.7								
Day Totals		706		718		1,424						
Day Splits		49.6		50.4								
Peak Hour	09:30	12:30	08:45	04:00	09:30	03:15						
Volume	46	67	51	77	89	130						
Factor	0.82	0.84	0.80	0.74	0.79	0.90						

1350 Reynolds Avenue, Ste. 115
Irvine, CA. 92614

Site LONG BEACH
Date 03/14/05

Location		ANAHEIM ROAD										Day	
Segment		E/O STUDEBAKER ROAD										Monday	
Light		AGA											
		EB		WB		Combined							
Interval													
begin		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM		
12:00		0	2	14	51	1	4	8	39	1	6	22	90
12:15		1		11		2		7		3		18	
12:30		0		12		0		14		0		26	
12:45		1		14		1		10		2		24	
01:00		1	5	12	41	2	5	16	37	3	10	28	98
01:15		2		13		2		16		4		29	
01:30		1		10		0		10		1		20	
01:45		1		6		1		15		2		21	
02:00		0	0	6	27	0	1	8	37	0	1	14	64
02:15		0		7		1		6		1		13	
02:30		0		6		0		11		0		17	
02:45		0		8		0		12		0		20	
03:00		1	2	15	85	0	2	18	69	1	4	33	154
03:15		0		16		0		21		0		37	
03:30		0		24		1		18		1		42	
03:45		1		30		1		12		2		42	
04:00		0	3	18	81	0	2	13	66	0	5	31	147
04:15		2		16		0		22		2		38	
04:30		1		24		1		10		2		34	
04:45		0		23		1		21		1		44	
05:00		0	2	23	105	3	17	24	82	3	19	47	187
05:15		0		30		4		20		4		50	
05:30		2		28		6		18		8		46	
05:45		0		24		4		20		4		44	
06:00		1	9	25	68	6	39	9	45	7	48	34	113
06:15		4		18		12		12		16		30	
06:30		1		12		7		10		8		22	
06:45		3		13		14		14		17		27	
07:00		12	36	17	47	18	85	17	45	30	121	34	92
07:15		8		12		21		10		29		22	
07:30		8		8		22		6		30		14	
07:45		8		10		24		12		32		22	
08:00		4	30	6	26	18	71	8	21	22	101	14	47
08:15		8		4		17		4		25		8	
08:30		10		6		24		6		34		12	
08:45		8		10		12		3		20		13	
09:00		6	25	9	22	22	64	2	17	28	89	11	39
09:15		8		5		18		7		26		12	
09:30		4		6		14		4		18		12	
09:45		7		2		10		2		17		4	
10:00		6	29	7	16	12	48	6	16	18	77	13	32
10:15		3		4		14		5		17		9	
10:30		10		2		12		2		22		4	
10:45		10		3		10		3		20		6	
11:00		22	50	2	7	9	48	2	8	31	98	4	15
11:15		12		2		18		3		30		5	
11:30		4		3		13		3		17		0	
11:45		12		0		8		0		20		0	
Totals		193	576	386	502	579						1,078	
Split%		33.3	53.4	66.7	46.6								
Day Totals			769		888					1,657			
Day Splits			46.4		53.6								
Peak Hour		10:30	05:15	07:00	04:45	07:00		04:45					
Volume		54	107	85	83	121		187					
Factor		0.61	0.89	0.89	0.86	0.95		0.94					